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CENTRAL INTELLIGENCE AGENCY	REPORT	25 <b>X</b> 1
INFORMATION REPORT	CD NO.	
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Shipbuilding Industry in Poland	NO. OF PAGES 2	
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	SUPPLEMENT TO REPORT NO.	25X1
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representatives of the shipbuilding industry vi	sited Poland in early Octobe and exchanging information	LEGIB
with Polish shipbuilding personnel. Members of the of the Research and Development Department of the M building of the Ministry for Machine Construction; director of the Warnowwerft, who was relieved along of that enterprise!; the technical director, name u Rostock; and Mehding (fnu), of the Central Committe of the Economic Department (Abteilung Wirtschaft) o shipbuilding.	delegation were: Laszig (fain Administration of Ship-Geist (fnu), former technical with the rest of the direct mknown, of VEB Schiffselektre of the SED, who is the mem	al corate rik
The East German delegation visited the Central Admi Warsaw and the Gdansk (Danzig) shipyard, Betriebste delegation were not allowed to visit the repair yar	eil Neubau. The members of t	.n che
The Central Administration in Warsaw has about 120 technical workers, while the remaining 40 are admin three shipyards under the Central Administration: and Gdynia.	nistrative employees. There	e a <b>r</b> e
The Gdansk shipyard has about 12,000 employees and tion. The shipyard has no plans section; all plans the Central Drafting Office (Zentrales Konstruktion teur) who is responsible for working out a project first bipp of a new series and serial production can been completed and tested. Once serial production on to another project. Changes in the design after the completion of the fifth, tenth, fifteenth mission must be obtained from the customer, of cour	s and drawings are worked out insbuero). The designer (Kons supervises the building of the annot be the first the ection has be designed of a second ly be intro, etc. ship of the series.	t by struk- the ship r dan roduced Per-

COUNTRY

**SUBJECT** 

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DATE OF INFO.

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The Gdansk shipyard produces five types of ships in all, including luggers (Logger), 3,000-ton freighter ter) and 10,000-ton freighters. Most of its production is for export, chieflical USSR. When requests are made for ships which are not included in the use the shippard at he prospective containing usually

for export, chiefli USSR. When requests are made for ships which are not included in the usu stion of the shipward the progreative usually

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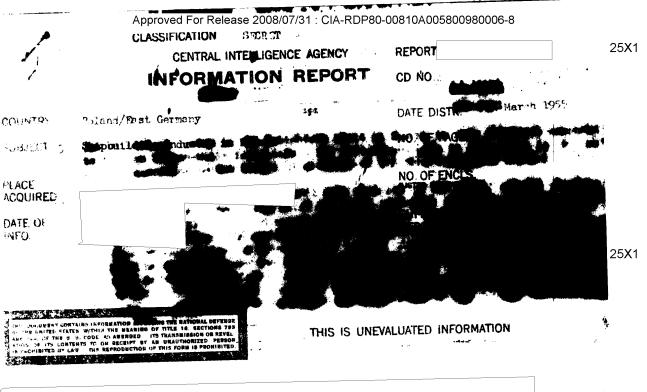
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	SECRET CONTROL/US OFFICIALS ONLY	25X1
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5•	The electrical system in the freighters built at Gdan to that on German-build freighters. The switchboard across,	
	6. In Poland, a shipbuilding project runs from one to tion of ships continuated and construction often are with the drawings in sections under construction thus entailing changes later on. In Poland, all must be on hand before the work can begin, and cowork because of shortages of material is impossible of delivery dates never take place and the production of Shipbuilding. Ship construction are subordinated for Shipbuilding.	being done simultaneously, being actually still Amoomplete, the material for building a ship nsequently the interruption of the. Likewise, postponements tion plan is usually fulfilled. the to the Central Administration distry for Food and interpor
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representatives of the shipbuilding industry visited roland in early October 1954 for the purpose of studying shipbuilding there and exchanging information with Polish shipbuilding personnel. Members of the deletter were: Laszig (fnu), of the Research and Development Department the Main instration of Shipbuilding of the Ministry for Machine ton; Geist hu) former technical circular of the Warnowwerft, who was relevant long with the rest of the directorate of that enterprise; the technical director, name unknown, of VEB Schiffselektrik Rostock; and Mehding (fnu), of the Central Committee of the SED, who is the member of the Economic Department (Abteilung Wirtschaft) of that body responsible for simpluiding.

- The East German delegation visited the Central Administration of Shipbuilding in Warsaw and the Gdansk (Danzig) shippard, Betriebsteil Neubau. The members of the delegation were not allowed to visit the repair yards.
- The Central Administration in Warsaw has about 120 employees, 80 of these being technical workers, while the remaining 40 are administrative employees. There are three shipyards under the Central Administration: at Gdansk, Szczecin (Stettin) and Gdynia.
- the Gdansk shippard has about 12,000 employees and all production is serial production. The shippard has no plans section; all plans and drawings are worked out by the Central Drafting Office (Zentrales Konstruktionsbuero). The designer (Konstrukteur: who is responsible for the king out a project supervises the building of the first ship of a new series and serial production cannot begin until the first ship has been completed and tested. Once serial production has begun, the designer cam move on to another project. Changes in the design of a series can only be introduced after the completion of the fifth, tenth, fifteenth, etc. ship of the series. Permission must be obtained from the customer, of course, for any changes introduced.
- The Gdansk shippard produces five types of ships in all, including luggers (Logger), 3,000-ion freighters (Frachter) and 10,000-ton freighters. Most of its production is for export, chiefly to the USSR. When requests are made for ships which are not included in the usual production of the shippard, the prospective customer, usually the USSR, is informed that an attempt should be made to get the ships made in Germany.

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5,	The electrical system in the freighters built at Coansk is very primitive to that on German-built freighters. The switchboard used is only about 1 decreas.	compared by 2 meter 25X1
	6. In Poland, a shipbut liding project runs from one to two years, and the	
	tion of ships cannot begin until all plans have been completed, where formany the planting and construction often are being done simultan with the drawings for sections under construction being actually still thus entailing changes later on. In Poland, all the material for but must be on hand before the work can begin, and consequently the interwork because of stortages of material is impossible. Illimise, past of delivery dates never take place and the production plan is usually only the large shippards in Poland are subordinate to the Central of Shipbuilding	as in East eously, 1 incomple lding a sh
	l.	25X1
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